

HARRY WADE

Proprietor of Alexandria's Leading Printing, Publishing and Engraving Establishment Has Modern and Well Equipped Plant.

"Printing and service de luxe." That is the motto of the modern and up-to-date printing establishment



Harry W. Wade

of Harry W. Wade, which, in the six years it has been in existence has built up an extensive trade and patronage which extends not only through Alexandria but throughout this section of Northern Virginia.

The most modern devices for successful printing and many labor saving devices have been installed by Mr. Wade, and he is prepared to handle any class of printing and any size publishing job.

Until he started this business Alexandria was without an establishment of this scope and character and his operation of the plant has become an asset to the commercial development of the city.

Mr. Wade has had quite a varied experience as a printer, and for some time was foreman of the printing plant conducted by the General Electric Company, at Schenectady, N. Y. He was also with the Butterick Publishing Company, New York City, and with Byron S. Adams, leading printer of Washington, D. C., for over four years. Mr. Wade started his career as a "devil" on the Alexandria Gazette under the late Hubert Snowden.

He is a practical printer and understands printing in all its branches.

He is a member of the Kiwanis Club and the Chamber of Commerce, and is a wide-awake public spirited citizen. He believes in cooperation.

The Standard Cost Finding System installed by the United Typothetae of America, of which organization he is an active member, is in use in this office.

A Paris chemist has produced a hard and resistant metallurgical coke from entirely unmined coal from the Sarre Basin.

Good Roads

There is nothing of more vital importance to the people of Virginia or to the country at large today than the subject of good roads, a system of highways properly constructed and properly maintained. One hears the subject discussed on the streets, in public conveyances and in the home. It has been, and still is, the subject to which many of our prominent writers have given much thought and expression through magazines, newspapers and other mediums, and have done much to fix in the minds of the people the importance of good roads. In this day of the large use of the automobile for pleasure and business purposes good highways are as important as the prompt and efficient handling of progressive business. It has been said that "the seating capacity of the 6,000,000 automobiles now in use in this country is not less than 30,000,000 persons. The seating capacity of the 55,075 railway coaches is about 3,500,000 persons. To carry the people now carried by automobile would require 60,000 passenger coaches at a cost of \$660,000,000; 14,792 new locomotives at a cost of \$524,000,000, and duplication of passenger tracks, depots and employees at an expense said that "the seating capacity no wonder, then, that we should be concerned with the question: Do we need better roads?"

The highway system of the State of Virginia embraces about 3,800 miles as it is at present mapped out, and it is highly probable that more mileage will be added as time goes on, and of this mileage a small percentage has been built. Virginia, generally speaking, has been slow to take up this question in real earnest. A splendid system has been mapped out, but the most important thing is to have an appropriation of adequate funds to carry on the work. Our neighboring States are spending vast sums of money on their highway construction. They are willing to pay for it. Why should not we? Nothing should be left undone in the effort to get good roads first, and pay for them later. This can be done as any private business would do to enlarge their business—borrow the money; as has been said, "No person would build a house one story and wait several years to get the money to build the balance; they would borrow the money, build their house, and pay for it later, and at the same time have the use of it." So it is with good roads. We should construct them first, get the use of them to make our business grow. We should have our highways built in six or seven years instead of waiting to do it on the partial-building plan, which would require from eighteen to twenty years.

Virginia, however, is forging ahead under her present plan, not as rapidly as desirable, still, it is expected that the \$12,000,000 bond issue will be passed at this session of the Legislature, and should be available the latter part of 1922, which, together with

Government funds, would give our highway department an adequate sum of money for extensive building, and show to the whole United States that Virginia has roadways and scenery of unsurpassed beauty, the equal of any country in the world, to gladden the heart of man.

Alexandria has always endorsed and advocated good roads, being situated, as it is, in the extreme north-eastern section of the State. Good roads are absolutely essential to her well being by reason of her proximity to larger cities and a state that has good roads. The Chamber of Commerce has applied itself assiduously for years past to the advancement of good roads and has spent large sums of money to make these movements an assured fact, to say nothing of the personal sacrifice of time in advocating such constructive legislation as would assure the most lasting and beneficial results. Through untiring and continued effort Alexandria will soon enjoy a number of good roads radiating from it in all directions. There has already been built on what is known as route number 1 of the State highway system a concrete road from Alexandria to Camp Humphreys, a distance of about twelve miles. All travel on this road goes by the way of this city, and in view of the fact that it is the same road that has to be traveled to reach Mount Vernon, the travel is very heavy. This road is also a main artery of travel to and from Fredericksburg, Richmond and the south.

Probably one of the oldest and most interesting roads in this section of the State is Little River Turnpike, known as route No. 6, in the State highway scheme. This road travels in a north-westerly direction from Alexandria to Winchester, Va. It was opened up for travel as far back as 1787, and has a right of way 60 feet wide, and many times during the civil war the contending armies marched back and forth over it. Plans have recently been perfected whereby this road will be improved from Alexandria to Fairfax Courthouse, a distance of 14 miles, with a modern, up-to-date road which has partly been made possible by the public spirited members of our City Council, who have agreed to pay one-half of the interest charges on the \$500,000 bonds to be issued by Fairfax. With the completion of this road it will practically give a modern thoroughfare from Alexandria to Winchester, a distance of 72 miles, and will put this section of the State in close touch with the wonderful Valley of Virginia, with all its resources, in two and a half or three hours' ride, and should make Alexandria a distributing point, both by rail and water, for the large apple and grain crops of this wonderful section. There is paralleling this road about 12 miles to the northward one known as the Leesburg Pike. This is also a very old road, and in the olden days was the scene of large wagon trains threading their way to this city to deliver their produce for shipment by water to other parts of the world, and to return with provisions for the upper country. This road is fast being

modernized. A good highway now reaches from this city to a point six miles out in the country, and plans are being made to carry this road to Leesburg.

Alexandria is well supplied with roads leading in many directions toward the west, south and north. On

the east the Potomac River naturally forms a boundary line, but notwithstanding this, the city of Alexandria is willing and ready to place in operation a ferry service to a point opposite the city to connect with Maryland's good roads. In this particular case it would mean that our sister

State would have to build a mile and an eighth of road to make this ferry possible and enable the citizens of Maryland to reach the Valley of Virginia by this route, and also have direct road to Richmond, Va., and southern points.

Good roads are the one greatest

outstanding asset a State can have. Without it they are dead in these days of modern transportation. Let's have the good roads by all means, as has been said, the remembrance of good roads and their pleasures will remain long after the price is forgotten.

CAPTAIN GEORGE H. EVANS.

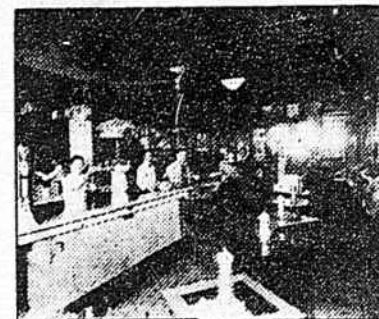
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